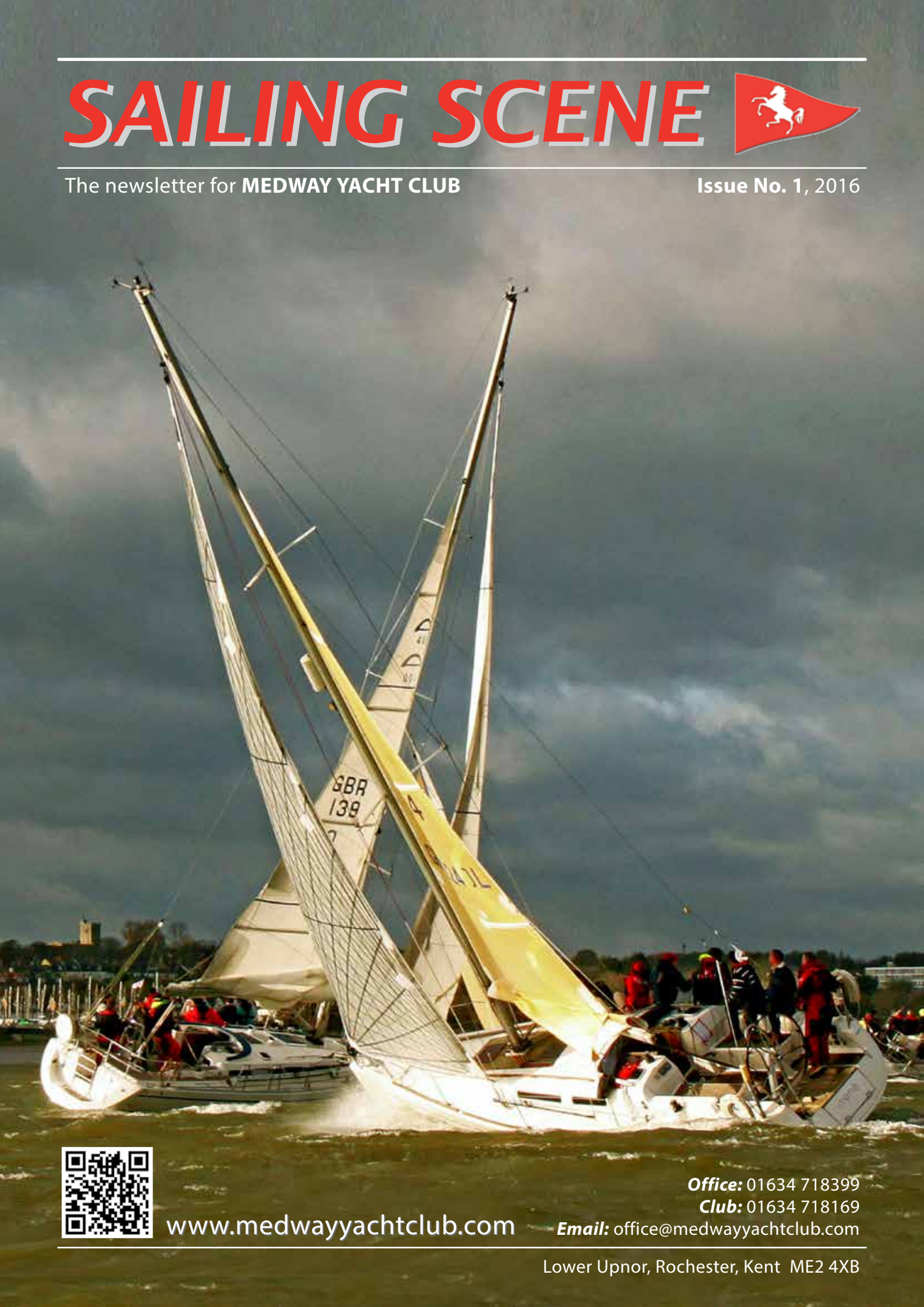
SAILING SCENE

The newsletter for **MEDWAY YACHT CLUB**

Issue No. 1, 2016



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Medway Yacht Club is now available for your special family and commercial events.

The Club with its high quality facilities provides an unforgettable location for Weddings, Christenings, Wakes, Parties, Training, Product launches and other events. We have spectacular views across the River which never fails to impress guests. We have the right mix of outside and inside space to be flexible whatever the weather conditions.

We would especially like you to consider using the Club for your family events and for those of your friends. Our facilities are ideal for Weddings, Anniversaries, Birthdays and Christenings.

The Club is available for hire Monday through to Friday during the day, and into the evening when required. We have room for 150 guests buffet style and around 100 guests for table dining.

When table dining, we provide circular tables with seating for eight to ten guests and all linen and table decorations, that will make the occasion look spectacular with that sought after 'wow' factor.

Our Chef and 'Galley' staff are experienced at catering for our own discerning Club Members and will meet your 'silver service' standards. We are able to offer a wide range of food options and will cater for your individual needs.

Our prices are competitive and we are keen to provide guests with the quality and service that they desire. We are able to offer boat trips and will work with you to design a unique experience at an affordable cost.

Mr & Mrs H said: Our 40th Wedding Anniversary Luncheon was a spectacular success. The Club looked quite stunning and we had pre-dinner drinks on the patio looking out over the water, in the warm sunshine. A hundred guests were well looked after with excellent food and service from the staff. The staff kept all our guests happy and made the day very special.

To discuss your event needs and reserve dates,
call: MYC Office
on
01634 718399

Commodore's Report

My first report as Commodore and I am sitting on a plane wondering where to start.

By the time you read this the season will almost be upon us or may even have started and what a season we have to look forward to with the Squib Easterns, Wayfarer Nationals, Regatta incorporating the Sonata Easterns and the Dragon East Cost Championship all this as well as a Topper open and a Kent School Sailing Association training event. This will certainly keep the Sailing Committee busy, good luck Mark and team.

Cruiser racing is also getting a bit of a shake up with some new chaps Aaron, Paul and Phil taking over the mantel of organisation from Roger Griffiths who has done a sterling job for many years. One of things that I am pleased to see them doing is trying to make use of trophies that are no longer raced for. I am sure those who have presented cups would much rather see them being raced for rather than languishing in a cupboard. If there is any member who would like to take on the role of Trophy Secretary please let me know.

It is not all about racing and the Cruiser Class have put together a full program of both local and more adventurous cruises including a week exploring the east coast when I believe the plan is to head for Orwell and possibly the Deben, if you have not explored these rivers before they are well worth the passage.

It has been all change at House Committee with Tony taking over and lots of new blood joining. The instillation of mains gas a new water main and converting all our cooking, heating and hot water to gas necessitated the closure of the club house, galley and bar. Hopefully with the use of the library as a club room and with food and beverages available from the mobile catering unit we kept disruption to a minimum but I look forward to welcoming all of our regulars back now that we are fully reopen. The instillation of the gas and water mains and hot water upgrade was made much more affordable by the grant we received from Sport England under their Inspired Facilities scheme and it is worth thanking again all that helped in obtaining that grant. It certainly brightened my day when I was told the £75,000 had been deposited in our bank.

At the end of 2015 Sue Watson our Club Secretary for seventeen years retired hoping to spend more time on her boat with husband Peter who had also retired slightly earlier in the year. One of Sue's final duties was the 2015 AGM which outgoing Commodore Benita managed to keep to a very efficient 25 minutes. It was great to see so many members stay on after the AGM and wish Sue well.

In January we welcomed Vicky Bavin to the new role of Business Manager and Club Secretary but unfortunately two months in and Vicky concluded that the role did not meet her career aspirations and informed us that she would be resigning. The Management Committee spent some further time examining our staffing needs and as I write this there is a job advert out from which we received five applications within the first twenty four hours. Vicky has kindly offered to stay on whilst we recruit her replacement.

At our February Management Committee meeting we spent some time exploring what each MC member would like the club to look like in the future and this led to some clear themes including growing the club and training. Which leads me to two more requests for assistance; we are currently looking for a RYA Training Principal and somebody to develop some club identity guidelines and artwork. The training principal is more an administrative post and does not need to be a qualified instructor although that would be ideal. Part of growing the club will be developing a clear product offering in terms of what we offer on and off the water and marketing. We are looking for someone to draft guidelines so that we are consistent in the use of colours and our burgee and ensign and create some graphics. If you can help with either of these posts please let either

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Illustration for front cover " 'STARBOARD!' cries IRENE but FULTILT (sail no GBR 139) sails on to win the 3rd Autumn series race on 15th November 2016. The picture was taken in Gillingham reach soon after the start with the Northerly wind blowing force 5-6. The low Autumn sun illuminated the white sails against the cloudy background. " provided with courtesy of Mike Spurgin as are all photographs in this edition unless otherwise stated.

Cont'd from page 3 - ***Commodore's Report***

me or the office know.

As part of our review of the office function we concluded that it is very difficult to crack on with any big admin jobs on Saturday when the office is open so we are going to trial this as a separate position. Office hours on Saturday will be 10:00 to 14:00. If all goes well and budgets permit we may be able to open for a few hours on Sunday to serve all those members who regularly attend on a Sunday.

As I announced at the AGM the "heads of departments Steve for the yard, Neil for the bar and galley and Vicky for the office have been meeting regularly with the Flag Officers in what we are calling the Senior Management Team (you can tell I work in the corporate world). The meetings have so far been very useful and are hopefully improving internal communication.

On the subject of communication I received a letter from a long standing club member encouraging us to do more by way of communication with members, following up on this I discovered that he was unaware of the regular monthly newsletter. If you are reading this and you too did not know of its existence then it gets produced and emailed out monthly, with printed copies available in the office and clubhouse. If you are not receiving a copy by email it is because we do not have your email address so please keep the office updated with any changes to your email. Additionally Sailing Scene will be produced twice per year and the club website is kept up to date with details of everything that is going on.

This year we are trialling a new method of allocating duties. All members should have received a form asking them to confirm the details that the office holds (part of our drive to make sure that we have your correct contact details) and to detail what types of duty you would be willing to undertake. With this information hopefully we will be better able to match experience and abilities to the tasks that need to be undertaken. If you have not already returned the form I would ask you to do so. Duties can actually be fun and a great way of getting to know other club members.

Over the weekend of Saturday 21 and Sunday 22 May we will be throwing open our doors and holding two club open days as part of the RYA sponsored and promoted "Push the Boat Out" scheme. This is a fantastic opportunity to showcase our wonderful club and we need members to help. If you can assist in anyway taking visitors afloat, welcoming and booking in or showing people around please let the office know.

Well the Captain has turned on the fasten seatbelt sign so time to sign off. A bit of a theme developed as I typed; a lot going on at the club and plenty of help needed.

I look forward to seeing you at the club both on and off the water soon.

Colin Weston
Commodore

Vice Commodore's Report

I am writing this following a visit yesterday (March 6th) to Dingy Show at Alexandra Palace which certainly whetted my appetite for the forthcoming season. During the show I attended a meeting regarding the upcoming RYA Push The Boat Out event. This National event will take place at some 300 clubs including MYC on the mornings of the 21st and 22nd of May. It is intended to offer free sailing taster sessions in an effort to generate interest in the sport and more especially new members. MYC will offer the opportunity during the mornings to try everything from a Wayfarer to a Keel boat and I am grateful to all classes for their support in getting this organised. With this event in mind it would be great if every Member could encourage a non-sailing friend to come along and see out fantastic facilities I cannot think of a better way to increase our membership. You never know you might find a new regular crew !

2016 will be a busy sailing year for MYC as alongside our normal club racing. MYC will be hosting a number of Class events including the Dragon East Coast championships, Wayfarer Nationals, Sonata Nationals and the Squib Eastern Championships. It will be great to show off our ability as a sailing club to run these events that take a lot of organisation from each of the classes involved. It is also an opportunity for visiting sailors to experience our wonderful hospitality.

This year we have tried a new way of allocating duties and I have to personally apologise that duties were not confirmed until late this year. Duties are always a point of discussion at Sailing Committee but without members doing these we would not have the racing and safety cover we have enjoyed and a good many years and it takes 6 members per race day to ensure that all jobs are covered. The change away from classes looking after a particular day was in an effort to make sure that members were allocated to Duties that they were happy and capable of fulfilling be it Race Officer or Safety Boat driver. It has been felt that for one class to provide the right mix was becoming an ever increasing challenge which needed to be addressed. The new system did require the Club to have the correct data on each member regarding their qualifications and willingness to do a particular duty, you may remember being asked to fill out a form requesting these details with your membership pack. This exercise took more time that I had anticipated hence the delay. I am ever hopeful that in the coming years this will not happen and thank all members

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Cont'd from page 4 - ***Vice Commodore's Report***

undertaking duties in advance for their help.

I would like to personally thank Tim Townsend and Catherine Gore for all their effort in working with classes developing 2016 Notice of Race and Sailing instructions which incorporate a number of changes. A couple of important changes to note: 2015 saw a significant number of complaints regarding damage caused to moored boats by fleets sailing into the moorings. These reports were not directly aimed at MYC in particular but to all racers on the Medway and we were asked by the MBSA to review our position regarding this activity. The Sailing Committee decided that sailing within the moorings was not to be banned but should you touch a moored boat a 20% time penalty would be added and if not reported a subsequently found out a DSQ would apply. The shorten course has also been moved from buoy 29 to 30 again in an effort to ensure that racers are not scrabbling through the moored boats to finish.

Training - Discussions on how we as a management committee take the club forward and increase membership pointed towards Training as an important part of the mix. Being able to offer casual Friday sessions alongside more formal RYA courses was seen as way of attracting new members who would like to learn to sail or existing members increasing their skills and knowledge. I hope that during 2016 and onwards we increase our offering to members and non-members alike. If you have any ideas or requests for a particular course please let me know.

Lastly I would like to thank the whole of Sailing Committee for their help so far in getting 2016 underway and I look forward to working with them through the next couple of years developing our facilities, programme and sailing offering. I also look forward to seeing all members during the season and hearing your views on how we can improve what is already a vibrant club.

Mark Penny
Vice Commodore

Rear Commodore's Report (House)

As I write this report towards the end of February, the Clubhouse is closed with work underway to upgrade the gas and water supply. An expensive business, even with the support of Sport England, but the end result will be a far more reliable supply which will save us money every year going forward.

The continuing emphasis on getting good value for money for the Club continues and our Steward has re-negotiated the contract with Shepherd Neame to improve the terms. We are looking to revitalize the menus for the Galley and provide a better choice. The photo-copier contract is being changed to reduce costs and all contracts are now on a regular review to ensure we get the best deal.

The Christmas and New Year period was very busy including our own successful Carol Service and Supper, as well as the Christmas Meal, Boxing Day lunchtime with the Flag Officers and the staff enjoying a Christmas lunch. The New Year's Eve party was successfully re-introduced to the Club and this will now become an established event. The ever popular Burns Night Supper was attended by more than 100 people who enjoyed a great evening.

The season starts on 23rd April and to celebrate the Galley is putting on a free buffet after the sailing. But, if your boat won't be in the water or even if you don't sail anymore, come along to celebrate that the sailing season has started.

The Club is going to be very busy this year with many private events booked and lots of sailing clubs visiting to enjoy our hospitality. Sailing events booked include:

- 21/22 May – Push the Boat Out
- 27/29 May – Squib Eastern Championships
- 16/19 June – Wayfarer National Championships
- 8/10 July – Keelboat Regatta
- 29 Sep/2 Oct – Dragons East Coast Championships

Commodore's Day is on 18th September including the Commodore's Afternoon Tea and this year we are planning to celebrate Trafalgar Day on 21st October – more details to follow!

Remember to keep looking at the website and the rolling calendar for all up-to-date news and details of events. As you all know, we have a lovely venue in probably the best setting on the Medway, so take every opportunity to bring your family and friends along and let them see what the Club has to offer both ashore and on the water. I look forward to seeing you all at the Club.

Tony Newcombe
Rear Commodore

Welcome to NEW MEMBERS

Colin Mark, Graham Jackson

Barry Norman, Robert Woodgate

Alec Clarkson, Pedro Agostinho

Michael Caton, Paul Smedley

Scott Sealey

Christopher Stewart

Jonathan Silk, Simon Hopkinson

Robin and Corinna Laurie

Atlantic Lions

Shortly after 9.20pm local time on 9th February 2016, the Atlantic Lions rowing team comprising Matt Townsend (former MYC Cadet Club member), Charlie Hayward, Joe Mile and Dave Middleton crossed the finish line of the Talisker Whisky Atlantic Challenge at the entrance to English Harbour, Antigua. They had taken 51 days, 16 hours, 6 minutes and 51 seconds to row 3000 miles across the Atlantic Ocean from La Gomera in the Canary Islands.

The rowers received a rapturous welcome from family, friends and onlookers. Particularly memorable was the light of the flares and the cacophony of blaring horns from the super yachts moored in the harbour. Rowers from boats who had already finished also went to welcome in their friends.

The boys suffered several setbacks during the crossing, in particular a storm which lasted two days and headwinds which prevented the boys from making progress. Power issues and a temperamental water maker also caused problems. Physical hardships included seasickness, open sores from chafing, blisters, tendinitis and burns (from an errant jetboil). In spite of consuming 6,000 calories each per day, the boys had lost collectively 32kgs during the crossing. Psychologically, all the boys at times had extremely low periods, but fortunately not all at the same time so they were able to help their friends through those. They said that the tremendous welcome made all the hardship worthwhile.

The Lions (L to R): Joe Mile, Charlie Hayward and Matt Townsend *Photos - provided by Tim Towsend*

At the time of writing the boys had raised over £77,000 for their chosen charity, the MS Trust.

We're hoping to get the boys back to the Club during the season so they can talk about their adventure and say thank you for the support they have received from the Club and from individual members during this project.

To read their blogs and for more information please visit www.atlanticlions.com

Tim Townsend

OBITUARIES

It is with great sadness that the Flag Officers have to inform you that:

John Negus
A member since 1960's
passed away on
19th January 2016

John Seaton
(Commodore: 1983-84)
A member since 1967
passed away on
1st February 2016

BAR and GALLEY OPENING TIMES

From 1st April - 31st October 2016

	BAR		***GALLEY***
Wednesday	18:00 to 23:00**	Wednesday	18:00 to 21:00**
Friday	18:00 to 23:00**	Friday	18:00 to 21:00**
Saturday	12:00 to 23:00**	Saturday	09:00 to 20:00**
Sunday	12:00 to 19:00**	Sunday	09:00 to 18:00**

* Functions & Bookings only, see website for details *

** All closing times are subject to the discretion of the Steward ~ Later closing subject to Functions **

Galley last orders ~ Half hour before closing time

Please note that the above times may be varied on any individual day subject to a Flag Officers approval.

Dates for your Diary 2016

Sat	23	Apr	Start of Season
Sat	09	Apr	Cruiser Class Fitting Out Supper
Sun	17	Apr	CC Spring Series R1
Sun	24	Apr	CC Spring Series R2
Sat-Mon	30 Apr - 2	May	CC Cruise to West India Dock
Sat	7	May	Windward / Leeward
Sun	08	May	CC Spring Series R3
Sun	15	May	CC Spring Series R4
			Spring Series Lunch
Sat & Sun	21 & 22	May	Push the Boat-Out (Club Open Day)
Fri - Mon	27 - 30	May	Squib Easterns
Sat	28 - 30	May	CC Cruise to the Orwell / Ipswich area
Sat	11	Jun	KSSA Training Day
Sat	11	Jun	Montgomery race & BBQ MYC
Sun	12	Jun	52nd MYC Marathon
Fri - Sun	17 - 19	Jun	Wayfarer Nationals
Sat	02	Jul	CC Stangate Creek MOB! (TBC)
Sat & Sun	2 & 3	Jul	Dinghy Regatta (Wilsonian SC)
Fri - Sun	8 - 10	Jul	MYC Regatta / Sonata Easterns
Sat	23	Jul	HRYRC SE Regional Finals
Wed - Sat	27 - 30	Jul	Mutiny on the Medway
Sun - Fri	31 Jul - 5	Aug	Cadet Week
Sat	20	Aug	Windward / Leeward
Sat – Mon	27 - 29	Aug	CC Ostend / Channel crossing
Sun	4	Sept	Topper Open
Sat	17	Sept	Windward / Leeward
Sun	18	Sept	Commodore's Day
Thur - Sun	29 Sep - 2	Oct	Dragon East CC
Sun	30	Oct	End of Season
			CC Autumn Series R1
Sun	6	Nov	CC Autumn Series R2
Sun	13	Nov	CC Autumn Series R3
Sun	20	Nov	CC Autumn Series R4
Sun	27	Nov	CC Autumn Series R5
			Autumn Series Lunch
Sat	3	Dec	AGM
Sat	10	Dec	Commodore's Dinner
Sun	25	Dec	Christmas Day
Mon	26	Dec	Boxing Day

Editorial

Wow ...

This is going to be an amazing year with so much going on. It definitely opens up such incredible opportunities for those who want to enjoy racing, cruising, learn to sail, socialising, fine dining, and volunteering.

I am not sure how much sailing I will be doing this season as I haven't done much last year apart from being on RIBs training our youngsters preparing for their Honda RYC Youth RIB Championship. This year will not be exceptional. I am also up for any volunteering to gain and enhance my other skills. So, don't be afraid to give me any advice.

Thank you.

In this issue, I hope you will enjoy some of the interesting stories and my big thank to those who have contributed to this edition and to all the advertisers for their continual support. Especially, thanks to Colin Marshall for helping me with proof reading (and advice) who has spent a lot of time, and Mike Spurgin for his exciting and professional photography. I would also like to thank Vicky Bavin, Holly Aird and Kellie Jones for their liaison at the office.

Have a great season!

Henry Chung
Editor

Email: henrychungmh@btinternet.com

I thought I have found my dream boat when I was in Macau last Christmas but Grace won't let me sail her back to the UK...

Safety Boat Matters

The winter maintenance work is progressing well and very much on-time and on-budget.

The pontoon is more than half completed with only the hammerhead still to finish. I was really surprised at how good our pontoon is at growing mussels and, believe it or not, oysters and not just small mussels and oysters, these guys were more than saleable.

Note to self ~ the next time I have to remove the pontoon, arrange a Clam Bake for the members.

As for the boats, Invicta, Bellis have been cycled through the shed and are almost complete with the exception of them needing rewired electrics on their masts, new VHF radios, and new MYC decals added. The ribs need little attention this year and apart from the normal annual engine service should be ready to go.

Marguerite

Marguerite is the boat that I left "afloat" over the winter and I have done very little to her on the basis that she is to be "replaced" before the start of the sailing season. At the time of writing there is little or no progress in this area, because as with all committees, it is very difficult to get anyone to agree what is required, so I for one am not overly confident that she will be replaced this year.

The Tractor

Members may have noticed that our old tractor has been replaced with something more suitable. It may look very small but please be assured that the bosun and I reviewed what the club needed and this was the very best fit for the club's needs for the foreseeable future.

There is still a lot of work to do before the start of the season but I'm confident that when the gun goes on the first days racing we'll be ready.

Peter Aird
HSBC.

Excitement on the water

The rather large barge (which I did not even know MYC has) dwarfs the now unusually small and powerless little Bellis to which it is strapped, really does not want to move. Gale force winds and cold November rain are lashing me in the face, and with Bellis's Yanmar diesel protesting its max revs abuse loudly, I am at the helm of this very underpowered Bellis-Barge combination, with the tide behind me instead of on my nose, wondering how I ever got here to do this. My chosen entry point through the lines of moorings is suddenly not empty anymore as a fellow member in a nippy and manoeuvrable cruising yacht is really going to go ahead and moor up on the one buoy that was empty, notwithstanding my clear hand signals pointing and asking him to just let this mammoth slow and hard to manoeuvre barge-launch combination continue its long established landing path. I abort my attempt to get to the pontoon, hoping the massive raft I am trying to control will cooperate and turn full circle. It does albeit agonisingly slowly; and a good five minutes later again I approach the mooring lines and somehow manage to zigzag through and get the barge-launch oddity on the pontoon, with several staring club members having one question on their faces - "why is he doing that ?". Now who said the RYA Safety Boat course was boring ?!

The barge towing experience, and most notably righting a big old dinghy with full sail up - where instructor Chris Parish without prior announcement disappeared underneath of - unnerving ! - made me realise that no matter how long you've been messing with boats, there is no substitute for staying sharp, learning from fellow sailors with more experience and "doing it". The syllabus for the Safety Boat course taught by member Ian Barron is very comprehensive indeed. Where at first I wondered why it would have to take two days, at the end I agreed that made sense and the thoroughness in the practical exercises and diversity of subjects made it interesting and fun to do. Our little group of four was the ideal size, all of us had sailed many years; having our newly appointed MYC Director of Training Toby in our midst enriched the experience as he could add his many years as a Royal Engineer (based right here at Upnor for a number of years) with a variety of boat handling experience ranging from operations in the Falklands, to experience with the SBS in Poole harbour, via sunny Belize - and a few anecdotes over lunch related to that.

The £110 fee for the two days - reduced with 25% if you commit to doing two duty days a year for two years - seems good value to me, and includes a well illustrated RYA Safety Boat handbook and DVD, use of RIBs, launches, and the mooring laying Barge I had never heard of or even noticed in my 35+ years on this river, and last but not least one Chris Parish braving winter waters and giving you a real taste of pressure with his disappearing under the overturned dinghy act.

Having done a few courses with my native Dutch equivalent of the RNLI, and notwithstanding Dutch supremacy in all matters maritime, I do have to concede the handbook and the course as taught were very thorough. I can confirm that the MYC does not miss out any of the syllabus of the handbook. And yes, it is nearly all useful and worth

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The Alternative Autumn Series

As the first race of the MYC autumn series got under way our 26 year old Porsche 944s2 was being given a final check ready for a week's classic car rally in France.

The event is run by Auto Club Eclance. Since the first rally in 2007, it has grown from a handful of classics, to an entry of 60 cars. Vehicles range from Monte Carlo minis, Lotus Cortinas, loads of MGBs and assorted Triumphs, to more modern classics from the eighties and this year even a 1973 Roll Royce. Unlike many classic events, the emphasis is on driving and using your car rather than polishing your pride and joy!

My son Robin and I boarded the Dover/ Dunkirk ferry at 8.00 am on the Monday, prior to a gentle drive to Eclance a tiny village close to Troyes. Robin does the driving there and back, whilst the old man has a snooze. I drive on the event while Robin does the exacting job of navigating. Classic road rallies are a test of navigation skills rather than speed so my son is continually telling me to slow down and to stop racing with the Lotus ahead. Most of the event is run on deserted D roads and includes regular climbs up to cols with the inevitable hairpin bends and, in some cases, unprotected drops into a valley!

Entrants sign on during the Monday afternoon and the first day's route instructions are issued along with a rally fleece and an I D badge. The welcome supper gives all crews a chance to meet up with old friends and sets the scene for a very social event. Navigators need to mark up their maps and be fully prepared for the following morning. Cars start at one minute intervals, as per a published list, and head for the first coffee stop! A list of the required Michelin maps is given in advance. To give readers a taste of the navigational and observation skills required here is a short sample from the road book.

Section 2a Distance 45 kms Estimate I hour.

D15 Left, D460 Left D5 Right etc. ending up at C2/ D266 Auberge du Parc Lunch halt

Whilst driving the section you also have to record small code boards that are placed close to village entry signs or junctions. You are also given a sheet with pictures of churches or other prominent features and you must record which road they are on. There can also be questions to answer such as what is on the roof of the café in Bonvillet.

Steady driving, going slowly into junctions and villages, and being totally observant at all times, is the key.

At the end of the day competitors hand in their route card having filled in code board numbers and clue answers prior to a trip to the bar; much like after a yacht race. Each evening the rally stays at a pre-booked large hotel where they provide a full three course dinner often with wine included. At this point I usually send my son to our room to mark up the maps for tomorrows run while I go on about how good the Porsche and driver are! The November 2015 Sun Run ended up at Aix les Bains on the Friday where the final dinner included the prize giving. Having come 5th and a class win in 2014 Robin and I were a little over confident and missed a vital passage control question on the first morning, so ended up well into the bottom half! The event was won by the Turner brothers driving a 1985 Autobianchi, probably the slowest car in the field. The Porsche is already booked into the 2016 event but prior to that there is a spring vintage rally open to cars launched before 1960. The MYC will be represented by two MGAs crewed by David Townshend/ Richard Wallis plus my brother Tony and I.

Dick Owens

Cont'd from page 8 - ***Excitement on the water***

having thought about it even if it is once in a sailing career. A turned over dinghy is one thing, inversion with the mast stuck in the bottom is another, dealing with a lee shore situation another, dealing with multiple inversions and prioritising those yet another; kayaks present different challenges to rescuing and recovering than windsurfers and multihulls. One tip useful to know for any sailor - if towing alongside, make sure the tug sticks out 1/3rd behind the vessel towed. Another tip - do the course, it is fun ! Toby has promised to try and organise it in the summer instead of the current wintry days.

Jaap Rademaker

Photo - provided by Dick Owens

Honda RYA Youth RIB Championships

Photo - taken by Mike Spurgin

Photo - taken by Henry Chung

For the third successive year, the Medway Yacht Club is pleased to have been selected to host the South East Regional Final of the Honda RYA Youth RIB Championship. It will take place on a course laid in front of the club on Saturday 23rd July. Children from clubs in the region will compete against each other in a time trial in RIBs with the winner of each age group progressing to the national final at the Southampton Boat Show.

We shall be running RIB training sessions for the children associated with the club who would like to take part and represent MYC. Although dates are to be confirmed, they are likely to be scheduled for days which complement the cadets' sailing programme.

The entrants should fall within the following age ranges on the date of the National Final at the Southampton Boat Show in September 2016 [usually the first Sunday – possibly 11/9/16, TBA]:

- 8yrs to 12yrs [i.e. not yet 13]
- 13yrs to 16yrs [i.e. not yet 17]

If you know anyone who may be interested, please contact one of the Honda RIB training co-ordinators:

- Henry Chung [henrychungmh@btinternet.com, 07810 006828], or
- Ian Glass [ianglass@live.com, 07941 320529]

and provide the applicant's details:

- Name
- Age and DOB
- Contact phone number and Email address

A comprehensive application form will be issued closer to April when provisional training dates will be announced.

Ian Glass
MYC HRYRC Training Co-ordinator

Look Behind You

Yes Pantomime time at the MYC.

We are looking for members to become involved in putting on a Pantomime in December 2016.

Members will be needed in all aspects of putting on the pantomime from acting, lighting, costumes scenery through to selling tickets and ice creams !!!

If you would like to join in and have fun please email or leave your name and area of expertise at the office.

Thank you.

Wendy Howland

Book Store (MYC Clubhouse)

Thank you for all those who donate books to the MYC Book Store which you can find just inside the clubhouse. Please continue to donate to this popular service which also raises funds for Club's activities such as entertainer for children's Christmas Party.

Paperback books are most popular but we have difficulty making use of hardback books so paperbacks only please.

Thank you

"I would like to thank Sheila Gyngell and her colleagues for the £100 they gave to help pay for the entertainer at the Children's Christmas Party"

Juliet Wright

Advertising in this publication

Advertisements for sailing items for sale, to buy, crew wanted, etc. can be placed free of charge by Club members. Commercial advertisers may also take advantage at the following rates:

Back Page (full colour) - £155 +VAT.
Inside Pages (black/white) Full Page - £103 +VAT.
Other adverts charged on a pro rata basis. Minimum charge £26 +VAT.

(All sizes are approximate)

Please contact the Editor for further information about advertising in "Sailing Scene"

email:
office@medwayyachtclub.com

Medway Defences - Part 2 (... continued from the previous edition)

However, before these proposals went to Parliament for approval various revisions were made. Because of ground subsidence the plan for forts on Burntwick Island and Oakham was rejected and replaced by forts at Folly Point and Darnet. Even then the planned 3-storey construction at Folly and Darnet had to be reduced to 2 tiers because of the weight. Work started in 1867 and finished in 1871. Provision for a floating boom defence was made but there is no record of it actually being fitted. Other rejected plans were the strengthening of Grain Tower and the construction of a fort on Shooter's Hill to protect Woolwich Arsenal.

Garrison point Fort, finished in 1872, was one of only two Royal Commission forts to have two tiers of casements, the other being at Plymouth. Provision was made for 40 guns protected by iron shields and granite casements. At the same time, the Queenborough Lines, formed of a ditch and rampart around Sheerness, were commenced though a series of towers and forts along it were never built. The 1890s saw an up-date of the guns at the fort with 44 guns now mounted and the construction of five protective gun batteries. Rather than a chain, a Brennan torpedo station was added in 1887. It consisted of a set of rails down which a wire-guided torpedo could be launched. However, it did not last very long, being dismantled in 1900. The fort remained in commission until 1956 but has since become the property of the Port Authority which uses it as a control station. A radar station is now on the roof. Access is by special permission only but the exterior can be seen from the nearby beach.

Modifications to Folly Fort 1867 saw its proposed complement of 25 guns reduced to 11, whilst at Darnet nine 9" guns and three 7" guns were installed. Both Folly and Darnet Forts were disarmed and abandoned before WW1 but remain in good condition. Hoo Island was in MoD ownership and landing at Folly was prohibited. The fort was used as an observation post in WWII though it is doubted whether this is relevant today. Darnet Fort can be reached by boat, the landing being on the South Yantlet, and can be freely visited.

Cliffe Fort was a typical Royal Commission fort built to form a defensive triangle with Shornemead and Coalhouse Forts. Six 11" and two 12" guns were mounted in concrete casements with iron shields in granite facings. In 1885 an experimental short-lived Brennan torpedo station was added. Most of the guns were deemed obsolete in 1922 and withdrawn but 3 quick-firing guns remained until after WWII. This fort remains in good condition though the barracks are in ruins. There is easy access, though once owned by Blue Circle Cement Co.

Slough Fort is small and of unusual design. Originally it was to have seven casements protected by iron shields and granite blocks. Instead of 10" guns, 7" guns were mounted. In 1890, 4 concrete open gun emplacements were added, two on each side. Armaments were replaced at intervals but the fort was disarmed after WW1 and abandoned in the 1920s. It is understood that the fort is used by a riding school and permission to view must be obtained from the owners.

Grain Fort, completed in 1867, was heptagonal in shape, built to cross-fire with Garrison Point and to support the Grain Battery. It remained an active station until coastal artillery was abandoned in 1956. The keep was demolished but the main part remains with the top part now a public open space. Grain Tower also remains and was in use as an anti-aircraft gun site in WWII. There is a causeway to it from Grain Beach.

As a result of the Royal Commission proposals, Shornemead Fort was rebuilt in 1870 with iron shields set against granite blocks. Again, the fort was designed to fire in concert with Coalhouse and Cliffe Forts. Eleven 11" guns were mounted plus three 9" guns in an open battery. The fort became a barracks in WWII with a 2-gun battery nearby - largely demolished now with only the casements still remaining. There is an Army firing range between it and the Gravesend/Strood railway line but the fort may be reached by walking along the riverbank path.

Finally, two forts are very much on the tourist trail. Upnor Castle, with its entrance at the lower end of Upper Upnor High Street, is operated as an exhibit with special reference to the Dutch Raid. However, the Wareham and Bay sconces, later known as the Middleton and James Batteries, have long gone. At Gravesend, the foundation of the Blockhouse can be seen in the gardens on the riverside of the Clarendon Hotel, while the New Tavern Fort forms part of the Royal Terrace Gardens.

Unfortunately space availability has prevented a more full explanation of all the forts and the associated batteries on both banks of the Thames and the armaments that were installed in them, also the story of the five forts and two redoubts built in the late 19th Century to form the Chatham Lines has been omitted because they were land-based defensive and not coastal. However, there is a wealth of information available in local publications such as "Front Line Kent" by V. Smith, published by Kent County Council, or the "Bygone Kent" magazine. For those interested in the subject, the book "Coast Defences of England and Wales 1856-1956" by V. Hogg is recommended. For those wishing to view the sites, the following list may be helpful:

Fort	O/S map reference
Gravesend	
Blockhouse & New Tower	650 - 747
Shornemead	692 - 748
Cliffe	707 - 767
Slough	837 - 785
Tilbury	652 - 755
Tilbury Battery	695 - 776
Coalhouse	690 - 768
Grain Tower	890 - 767
Garrison Point	908 - 753
Folly	797 - 703
Darnet	807 - 707
Upnor Castle	758 - 707

John Basley

Sailing on YouTube

We often hear people telling us that there is not enough sailing on TV. Well in this modern age there is more sailing to watch than there is time to view it, you just have to know where to look… and that is online. And the easiest place to find that is on YouTube.

Before we get into what's out there the best way to watch any of it, If you can, is to link your PC/tablet/phone up to your TV (or if your real lucky you will have one of the new smart TV's that can show you online content). Things look so much better on a big screen and most online content is now available in HD so as long as your internet connection is up to it, it is just like watching the tele!

So once you're connected up where do you look on YouTube... It's not all dogs doing cute things and stupid people hurting themselves! There are now more and more channels run by both businesses and individuals alike, that are doing interesting and exciting things, many with regular daily or weekly content... and many of these have something to do with boats.

Before we get into detail the best way to make the most of YouTube is to login with a Google account. If you use Gmail then you already have one but even if you don't it's a pretty simple and stress free process to get one. An account lets you subscribe to the channels that you like and then YouTube, will then let you know when they have upload new content. It will also suggest other channels or films for you, based on the sort of content that you watch. When you find things you like, you can show your approval or disapproval of each film by clicking the thumbs up or down icon. This provides valuable feedback to not only you tube, but the film creator as well, you can further interact with the clip by leaving comments if you wish. It's actually good fun commenting and getting to know some of these people, all but the most popular channels will reply to your posts and corresponding in this way makes it all the more real.

When you find a channel that you like you will find that there are several different ways to view it. On their home page you will see a row of different tabs. The *'Home'* tab shows you what they have been up to, not only the films that they have released but also (if they haven't disabled it) films that they have liked and other channels that they have subscribed to. Often the more useful tabs are both the *'Videos'* tab, which shows you everything that they have released and, if they have loads of content and you're not sure what you want to watch then the *'Playlists'* tab might help you break this down into different parts.

Any way enough of the how-to lets get on with viewing something. The channels we'll mention in a moment aren't your normal contrived shows produced for TV in which they blend real life with special effects so well that your left wondering what's real and what's not. These are real people doing real things and by taking their camera along with them, we get to share in some of their adventures.

So what to watch, well obviously your first port of call should always be *'fun n stuff with the foxwells'* (just type that into the YouTube search) We show you our sailing adventures, be that on big boats or small boats and most of you should be able to find something here to comment on :)

The RYA *'Royal Yachting Association'* has a channel dedicated to all kinds of boating activities and magazines such as *'Yachting Monthly'* *'Yachting World'* and *'Practical Boat Owner'* all do features on sail boats in general which includes some excellent reviews on both new and old yachts.

If dinghy's are your thing then search for the classes that interests you first. Many class associations or keen individuals have channels dedicated to their class. We learnt a lot about sailing our National 12 from watching others sail them on *'N3444TC'* and of course Ian has films of his Blaze sailing on our site *'fun n stuff with the foxwells'.*

But as an example just search for *'49er sailing'* to see some fast and spectacular racing action or *'Finn Olympics'* to see why Ben Ainsley is one of our greatest ever sailors.

Another dinghy related site that is worth a look is *'18 footers TV'* which brings you all the action from the 18ft dinghy racing *LIVE* each Sunday on Sidney harbour. It used to be just edited highlights which we found better, but then the beauty of watching modern TV is that you get to choose what you watch, so you can skip the bits that are a bit slow. On a windy day in Sidney the 18's still produce some of the most exciting dinghy racing that you'll find.

If you're into yachts on a budget then the first person to check out is Dylan Winter at *'Keep turning Left'.* Dylan is sailing around Great Britain in various small shallow draft keel boats, which in itself isn't that remarkable. But Dylan is going the long way round by exploring every little coastal wiggle, river and island... often going as far in land as he can. By the time he has finished he will have sailed more miles than he would have done, had he set off around the world!

If you think that living on a boat might be fun then you might like some of the following people that share a part of their life with us.

'Sail Life' Mads is a real character from Denmark who lives aboard an Albin Ballard and he has always got a project of some sort on the go.

'Accidental sailor girl' Kourtney and Pete live aboard an old Gaff Rigged Cutter with a Square Sail named Norna, that is moored on the east coast of America. There channel is just a diary of their day to day lives although they have been across the Atlantic and back in this boat. (Look at some of their older films)

More exciting are those people that are living the dream, and you would be amazed at just how many people there are out there that are (a) living it and (b) sharing some great films of them doing it.

'SV Delos' Brian and Brady are two brothers. Brian took out a mortgage on a 53ft Amel Super Maramu and between them, their girlfriends and others that tag along from time to time they make some truly first class films of their adventures in many of the world's most exotic and remote places.

(continued on page 13)

Cont'd from page 12 - ***Sailing on YouTube***

'Follow the boat' Jamie and Liz are a photographer and writer that are traveling the world on an Oyster 435 called Esper, with their cat Millie and are living life at a more relaxed pace.

'Sailing La Vagabond' Riley and Elayna are two of those sickeningly good looking and talented people that seem to have everything going for them, but these two Australians work hard at having the perfect life. They met in Greece, bought a 43ft Beneteau Cyclades, even though they didn't know how to sail, and are now making their way around the world. The first films were a little shaky but they are getting better and better at it now, and have an ever growing following.

'wwwYachtTeleportCom' Chris Bray and Jess Taunton (now married) are Australian photographers that enjoy high latitudes. They bought a unique little junk rigged boat in Canada which turned out to be completely rotten, but did it up and then sailed it through the North West passage producing some stunning photography on the way. Really inspirational stuff.

On a different note, ever wondered were those hovercraft that are sometimes seen tearing up and down the Medway, have come from. Well they have a channel as well just search for *'British Hovercraft'*

Then there is the Americas cup with the awesome foiling catamarans. Just search for *'America's Cup' 'Artemis Racing' 'Land Rover BAR' 'EmTeamNZ'* and others.

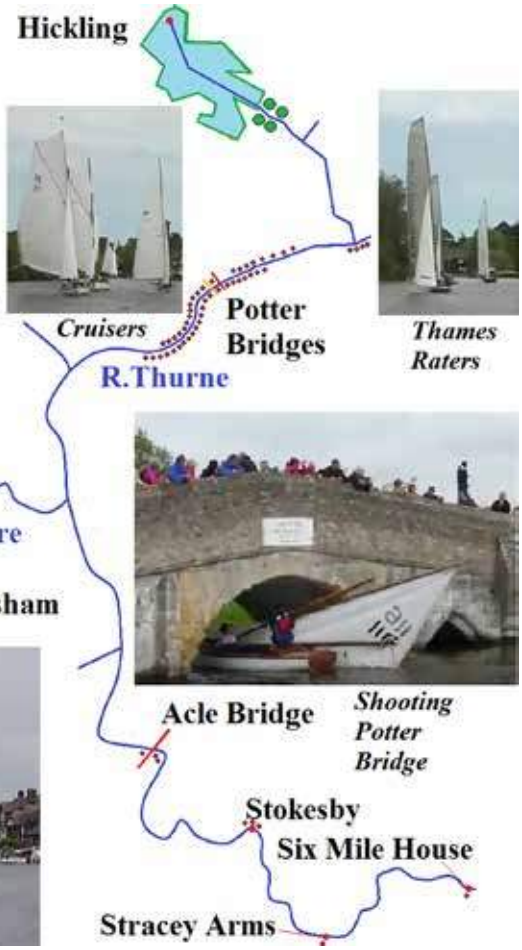
And it goes on and on… these are just a few of the channels that we have found and follow. There really is more sailing to watch now than there are hours in the day!

Ian Foxwell

Medway in the Three Rivers Race. A team for 2016?

The Three Rivers Race is a 50 mile race on the Norfolk Broads which involves dropping the mast to pass through bridges and with a 24 hour time limit.

Some of you may have seen the recruiting poster I put up in the gents and in Willsonians. I have even had some positive murmurings and hope that we will have a few boats representing the River Medway. This is a unique endurance race which will, this year, be on the 4th-5th June. Requests for an application form are to be in at the end of February:



http://www.threeriversrace.org.uk/index.php5?title=How_to_Enter

The problem to be faced in this race, apart from bridges, is ensuring progress at all times. Stop for nothing! No pit stops at watering holes, what's wrong with a bucket! Tieing up to raise and lower the mast will cost about 5min per adding 40min to the race. Being caught by the tide can stop progress for hours. Apparently one year no boats finished over a ten hour period everyone either took less than eight hours or more than eighteen! That is extreme. Generally selecting the best route scores dividends and I have rarely had progress fall to zero. This year low tide will be at 6.45 but do I want to be at the bottom mark at 6.45pm or 7.15am? Depends on the weather of the day. No point in aiming to get there a.m. if I can be eating breakfast in the clubhouse before then. If the wind's with then spinnaker will allow progress against the tide close to the bank. Tide times aren't precise.

Apart from sailing the views are magnificent and having three in the boat and a stove will allow hot food and a little shut eye. This is also a race in where finishing is satisfaction in itself. There's cameraderie between boats and minor infringements are forgotten. How else can you cope when some boats have bowsprits over one bank before the boom has left the other.

FDonMedway@Hotmail.com

Archie Campbell

All photos for this article - provided by Archie Campbell

One of my Christmas Presents - A rare coincidence!

My youngest Granddaughter, now just 16 and hoping to be an artist who did very well in her GCSCs., asked her Mother what she should give me for a Christmas present. Her Mother, my Daughter, said "give him a painting of a boat, you know the type that you used on the Oppie course". Well this course was 7 years ago and she hasn't been in a boat since and doesn't know a sheet from a halyard!! Mother says "look on the web site and Google 'sailing boats on the Medway' - that will keep him happy!"

Well I opened the big surprise on Christmas morning and there was a water colour painting of a Wayfarer creaming along with a spinnaker flying straight towards the viewer. It looked somewhat familiar but I thought no more about it until later when I enquired from where she had got the idea. She explained what her Mother had said to her and then showed me, on her phone, the picture she had downloaded from the web site, quite unaware that it was the MYC's web site!

My first reaction was that 'it was my picture' that had been put up on the web by the Commodore. In the past I have provided many shots of Wayfarers and this one was typical of my style. However on checking my library it was nowhere to be found! I checked with the Commodore and was told that Tim Townsend had supplied this picture to go with his article on a review of the Wayfarer class in 2015. However the latest web site Wayfarer image I believe is mine!

What is pleasing to note is that our web site is now brimming over with past and future activities at the Club and illustrations are not only prolific but changed. Clearly it caught the eye my Granddaughter and it served a useful purpose.

If you want a painting of your boat which has been photographed - look no further, I can get you a good rate!

Mike Spurgin

Image of the painting is shown on page 15 (right).

Commemorate Stephen Dalton's amazing single handed voyage to Australia

At the Commodores Dinner, Colin Weston, the new Commodore, formally unveiled an original painting of ***Azoth*** - the 34' yacht which Stephen sailed to Australia. The painting - by local artist Christopher Jarvis, was commissioned by The Cruiser Class. The painting pictures ***Azoth*** - on a good day in the Southern Ocean - which Stephen says were few and far between!

At an earlier Cruiser Class dinner Stephen gave a short potted history of his ownership of Azoth and of his adventures aboard her.

Azoth was purchased August 2008 Falmouth.

First trip abroad
Norway July and August 2009 - my wife Sue enjoyed the trip so much she decided to get a flight back!

Into the Atlantic
Azores- back - UK 2010. A shake down cruise before the Atlantic crossing.

Across the Atlantic
Falmouth - USA return 2011. 12 days to the Azores and then 26 days to Newport Rhode Island. Returned direct to Falmouth - in 28 days.

Australia Bound
Falmouth/Cap Verdes Islands/Cape Town South Africa/Melbourne 2014.

Left Falmouth June 18th arrive Mindaloo, Cap Verdes July 10th.

Left Cape Verdes July 15th and arrived at Royal Cape Yacht Club SA - September 17th.

Onwards to Melbourne October 9th - arrived Sandringham Yacht Club Melbourne - December 19th.

(22 days passage to Cap Verdes, 64 days passage to Cape town, 72 days passage Melbourne).

Then cruised Melbourne to Sydney and on to Brisbane arriving 28th January 2015.

Azoth Sold
On June 18th 2015 Azoth was sold in Brisbane and is now being prepared for a ten year circumnavigation - so maybe one day we will see her back at MYC.

Anecdotes
At the Cruiser Class Dinner Stephen shared a few anecdotes with members.

- ***Azoth's*** arrival at any marina resulted in nervous looks and extra fenders being swiftly deployed. With a long keel, twelve tons of steel and a 23hp engine, berthing was always more of a controlled "crash".
- ***Azoth's*** black paint seemed to strike fear in the hearts of white-hulled yachtsmen as she approached.
- If there was one award Azoth did deserve it would be for the longest stay in the MYC car park - normally first out and often last in. Camouflaging the boat with a white sheet did not succeed in hiding her from the management committee.
- ***Azoth*** was an old fashioned boat designed by Alan Pape for a couple to world-cruise in. Never in any of my voyages did I feel the boat would let me down, which gave me the confidence to aways push on. Its good design and simplicity made it easy to get on with the job of passage-making. ***Azoth*** is a tribute to Alan Pape's skill.

Ian Inwood

*Image of the painting '**Azoth** ' is shown on page 15 (right).*

Burns Night

Mike Spurgin's Christmas present from his granddraughter, a painting 'sailing boats on the Medway'

L to R : Paul Cameron and brother both in kilts

Colin Jamieson

Rear Commodore : Tony Newcombe

Piper : Peter Tennant

*Painting '**Azoth**'*

Image provided by Ian Inwood

Early spring flowers this year behind the office

All photos from the Burns Night - taken by Mike Spurgin

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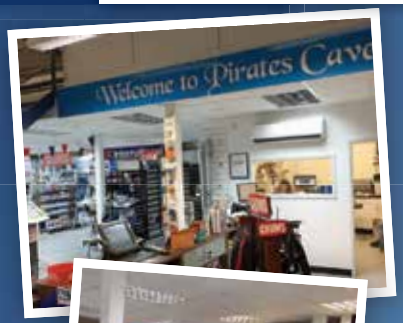

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Medway Yacht Club

NOTICE OF RACE

2016 Wednesday Evening Open Series

(Kindly sponsored by Barton Marine Equipment Ltd)

A 9 race series for Cruisers and Keelboats (6 to count) will take place on Wednesday evenings from May to July starting at 19-00hrs from the MYC line.

Practice Race 18th May

First race of Series 25th May ~ Last series race and Prize-giving 27th July

Notes to competitors

It is intended to run a trot boat service from MYC pontoon.

It is necessary for you to complete a 2016 MYC declaration form before racing.

Boats on MYC moorings should sign on before going afloat.

Boats wishing to take part from the Marina or other Clubs can signal their intent by VHF Radio providing they have completed a Declaration form in advance.

The sailing instructions will follow the MYC sailing instructions for weekend series in-river racing other than the start time will be 19-00hrs and the time limit will be 21-30 hrs.

Courses will be selected from the MYC 2016 in - river course sheet unless a special course is set.

The race hut call sign is "Upnor Line" channel 37 (M 1)

There will be two fleets Cruisers and Keelboats (Dragons, Sonatas and Squibs) with a combined start. Racing will be for the Barton Cruiser and Barton Keelboat trophies to be awarded to the overall winner. A trophy may be awarded to the best visiting yacht if there are sufficient entries. In addition bottle prizes will be awarded after each race.

Racing for both fleets will be under the National Handicap for Cruisers (NHC). Handicaps may be adjusted after each race.

The bar and galley will be open from 6-00pm. Please order your food before going racing.

Entry fees are £25 for the series or £5.00 per race.

To ENTER contact Mike Harrison: mike@hopesgrovecottage.org.uk
Tel: 01233 850423 or 07890 485456

18/5 Practice (Bottle race)
25/5 Race 1
1/6 Race 2
8/6 Race 3
15/6 Race 4
22/6 Race 5
29/6 Race 6
6/7 No race (Regatta week)
13/7 Race 7
20/7 Race 8
27/7 Race 9 (and Prizegiving)
3/8 Race with Cadets
10/8 Lady helm (Bottle race)

Oppies' Report

Oppies start again on Sunday 1st May for keen young sailors from the age of 8 years old upwards who want to learn to sail. Oppies will teach them to sail in a safe and fun environment in the club's fleet of Optibat dinghies. All the details are on the club website including the schedule of sailing dates. Oppies sail on Sunday mornings between 9.30am and 12.30 roughly every two weeks. We want to encourage as many prospective sailors as possible as they will be our future Cadets and club sailors. We are looking to organise more RYA certificated training this year. All that we ask is that parents help out in whatever way they can whether it is manning rescue boats or helping get the boats in and out of the water.

The young sailors can also look forward to their very own regatta in July. "Mutiny on the Medway" is a mix of sailing and fun things to do in the summer. If after looking at the website you have any questions please do contact me by phone or email and if your child would like to join us then complete the form on the website in advance of 1st May so that we know how many to expect.

Andrew Baker
Oppie Administrator

Cadets

We are looking forward to an exciting forthcoming season this year for the Cadets with several changes to the calendar. This year we are going to be packing in a lot. The three racing series have been squeezed into just 10 Sundays giving us more time for training and other social events. We are arranging the cadets, including the Oppies, into 4 teams which are going to compete throughout the season in a selection of events including a two man boat race series, a sail up the creek to MacDonalds and back for lunch and a cruiser race. The four team captains are **Raymond Pearson**, **Amy Eldred**, **Beth Gilmore** and **Alistair Bolton**. These captains will be looking for sponsorship for their teams so club members are encouraged to get in early and sponsor a team; it's a great opportunity for publicity for your boat, business or class.

This year gets under way with the pre season BBQ on 10th April for all cadets and their parents. We will be running through the full season's activities at this event and the team captains will be putting together their teams so please make sure to come along if you are in the Cadet class.

As always we are looking for new members. If you have friends who may be interested in sailing please invite them along to the BBQ and to come along and have a go on any Sunday during the season. In particular we are taking part in "Push the Boat out" over the weekend of 21st and 22nd May which is an event especially to introduce newcomers to sailing. Every Cadet should try to encourage at least one friend to come along on this weekend.

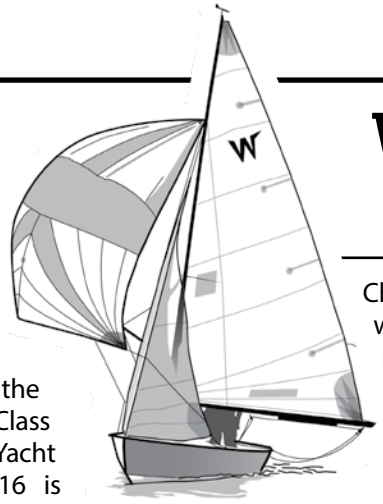
We will be running an RYA training course for the intermediate level as well as targeted race training for the older cadets so if you are interested please get in touch with me.

And don't forget to put Cadet week into your diary for the first week in August: This event is open to non club members and we can accommodate some novices too. So invite a friend and show them what they are missing.

On a final note we do need some more support this year from Mums and Dads during the Sundays to help run these events and to assist with on river training. Please can all parents make sure that they are available to support us as much as possible this coming season.

Ross Eldred
Cadet Class Adminsitrator

Wayfarer Class Captain's Report



Every season seems to busy one for the Wayfarer Class at Medway Yacht Club, and 2016 is promising to be no different.

We finished 2015 with the AGM and prize giving dinner which we shared with our friends in the Squib Class. Richard Stone and Catherine Gore picked up the lion's share of the trophies for the major series but there was a general feeling that the racing had become more competitive than ever. Numbers of competing boats had increased and we regularly had 10 or more boats on the start line on Sunday afternoons. Numbers of boats on the start line increased on Saturdays too. It was the closeness of the racing which impressed however, and the close finishes. On one occasion six boats crossed the line overlapped at the end of a 90 minute race.

Away from the Club in 2015, our Wayfarer sailors supported the Open Meeting Circuit and National Championships in the UK and in Holland. For the second year running Medway Wayfarers won the team prize at the National Championships, as well as individuals standing on the podium at that Championships and at the Dutch Nationals, the UK Inland Championships and at the Upper Thames SC and Bough Beech SC Open Meetings too.

So what is planned for 2016? The undoubted highlight is the Wayfarer Class UK National Championships in June which are being hosted by MYC. A small committee is already working hard to ensure that this is a successful event. We last hosted the Championships in 2012 when we had 35 entries, and it would be great if we could attract a similar number to the Club this year. The racing will take place from 17th-19th June and three championship style races will be scheduled for each day. The top Wayfarer sailors from around the country will be competing, and, certainly in 2012, several members brought their cruisers down to near the race area to watch the racing. It is a great spectacle.

On the domestic front, series racing will follow our usual Saturday and Sunday afternoon format around the cans. In addition we have scheduled a windward/leeward afternoon of racing on one of the Sundays in early June so we can sharpen our skills, and Mike McNamara (sailmaker, coach and multiple World, European and National Champion in Wayfarers and many other classes) will be coming to the Club in May to deliver a day of coaching (boat handling is this year's topic). The (personal) handicap series will run alongside the main series which is very popular and a great indicator of those boats which are improving their skills each week.

Away from the River Medway, our members will continue to support events on the UK Wayfarer Association Travellers Circuit (open meetings mainly in the East, South and Midlands) and en masse to the Wayfarer World Championships in Heeg, Holland in July. Five of the Medway boats have already entered and will be competing against boats from the UK, Holland, Ireland, Denmark, Canada and the USA.

If you're new to the Club or are showing an interest in the Medway Wayfarers for the first time, please don't finish reading this article thinking that sailing our Class is all about cut-throat top level racing. We're well known in the Club for being a friendly and helpful group of people. We hold winter social events away from sailing. Recently we held our annual 10 pin bowling and curry night which is great fun and in April we have an organised tour of Canterbury Cathedral and supper. Experienced helms are pleased to offer advice to those who are new to the Class. Every Saturday and Sunday race is followed by tea, cakes and banter and we have a weekly email update with news, results and an irreverent race report.

If you are interested in knowing more about sailing Wayfarers at MYC, would like to crew or would like to hire and race the Club Wayfarer (experience permitting) please contact the Wayfarer Class Captain, Tim Townsend at ***tim_townsend@btinternet.com***

Tim Townsend
Wayfarer Class Captain

Squib Fleet Captain's Report

Last January it was one of those evenings at the club. We were all in the bar drinking contemplating our AGM and the Eastern championship meeting and, having had a drink and the bar being empty we decided, why not stay in the bar, or actually on the large table at the end of the galley. We held our Championship meeting which went very well as our treasurer, Benita seemed to have everything buttoned up and organised. So, on to the AGM which was going very well until, it was pointed out that we had to elect a new fleet captain. Well, I have never seen so many architects and interior designers at a meeting, all studying the various merits of the ceiling and the floor etc, unfortunately as my gaze was passing from the floor to the ceiling I found myself staring at Roger, it was like being at the doctors when your reflexes are being tested, at that moment my hand shot up and that was that. So for the coming year I will be the Squib fleet captain. Now, this will be a severe test for the fleet and me, as I cannot describe my knowledge of the rules of racing as comprehensive by any means, but I know Roger will be on hand to give me advice as he has already done so. I would like to thank Roger for stepping into the breach last year as fleet captain at short notice, and for the work he has done, especially as he hadn't been able to sail last year. Being an old hand at this he seems to glide through everything with consummate ease, I hope by the end of the year I will be able to cope in a similar fashion.

Last year Black Mark with Mark and David aboard did very well taking the Spring and Summer series, first Squib in the regatta and took the Founders and the Tom Weeks trophies. Avocet won the Harvest series and was first Squib home in the Marathon and Thrifty won the Autumn series.

The main challenge this season will be to keep the numbers up. The fleet is now in single figures with only nine boats expected on the moorings for the coming season At the end of last year, the fleet lost Thrifty. Tony and Mike will be sadly missed as they have been the most regular competitors over many seasons and I will be looking for others who have boats on the water to become more regular sailors. Tony and Mike will remain members of the Squib fleet so if anyone is looking for a competent crew these are the boys to contact. In May we will host the Squib East Coast Championship which will be the third time in the last 10 years, so, although we are not a large fleet we are a very active part of the NSOA. Thankfully the static hoist will stay in commission which is good news, as it is our preferred choice our getting Avocet on and off the trailer and I'm sure for many others.

Now, there has been an ugly rumour circulating that a company has applied to the Port of Sheerness Ltd to operate private seaplanes further down river North of buoys 15, 17 and 19 and from Half Acre creek into the Medway. Some will look on this negatively as restricting our sailing area. I will take a more positive approach in that, power gives way to sail, there are no landing stages in the area so I presume these will be pleasure flights which means we could get a chance to have a tactical aerial view of our sailing area, and although I am your fleet captain I am also Christine's (the helm) husband and work under her instructions, so we are unlikely to get that far down river this year.

The year started with strong winds but I hope and pray that by the time the season starts it will have become more stable and we will have fair winds and competitive racing. I look forward to meeting you all on the water in April.

Graham Halliday-Saddler
Squib Fleet Captain

How we started Racing (in a Squib)

In 2002 my wife Christine broke her leg rather badly whilst driving her horse and trap (dangerous things), later one afternoon when lying on the settee while I dropped peeled grapes into her mouth she said, why don't you get out of the house and have some fun I'll be alright lying here in agony on my own. Within two days, out of the blue, a friend, Martyn Begbey (Legend No 675) phoned to invite me to crew for him the following weekend. Having said to Christine that I would have to leave her alone in front of the television on Saturday afternoon with only sport to watch and closing the door quickly behind me the deal was done. I advised Martyn that although I had done some sailing over the years I had never raced. His response to this remark was, " don't worry I'll do the kite". So off we went and I had a very good time, I can't remember where we finished but I had a smile from ear to ear and arrived home like a babbling idiot. After two weeks or so of babbling Christine said "ok, I give in", when are we going to buy a Squib". So having scanned squibble and any other adverts we could find we decided on three we wanted to see.

The first (Dandelion No 286) was very close to us at the Royal Engineers in Upnor but after viewing it and making an offer, the owner said he had decided not to sell it, so we phoned a chap at Stone to be told that someone was looking at (Argos No 468) at that very moment, then I heard him over the phone say, "do you want it" and the answer being yes, so more of Argos later and on to the third choice. We drove down to Devon a deal was struck, and Avocet (No 515) was ours. The chap we bought her from said that he had been to the show the previous year, had a good look at the squib that had won the nationals and rigged Avocet in the same way. We soon found out that this actually meant half rigged. Having never raced, down hauls, Barber haulers etc, etc were all gobbldey gook to us so we rigged her how best we thought, along with that dreadful contrivance ,the spinnaker pole launcher'.

In our first season we found ourselves vying to finish last or second to last in every race we entered with a boat called 'Argos'- yes the Essex boat which David Atkins, the man shouting 'yes' had bought from under our noses. We did however manage to win our first trophy known in the Medway Squib Fleet as 'The Mudlark'; this is awarded to the boat that manages to perform the most spectacular cock up. We were in our first 'Pie and Pint' a ten mile race to Queenborough, stop for lunch in a local pub and then a return leg, on arriving and attempting to pick up a mooring with myself prone on the foredeck and Christine on the helm I heard the boom swing across followed by a splash, while still lying on the foredeck I looked around to see a pair of very white knuckles on the gunwale and no sign of Christine. A Squib has never been secured to a buoy faster than on that day. Christine was back on board in what I can only describe as a nanosecond and Christine (worrying that the large pin in her leg would sink her) can only describe as a life time. Poor Christine squelched her way to the pub and to add insult to injury had to sit in the garden to eat lunch. This was the highlight of our first season. In good Squib fashion we took Avocet home slightly downhearted but determined to improve.

During the winter social scene we spoke to several experienced members of the club who gave us various tips about when to put on back stay, where to sit in the boat in different conditions, putting twist into sails and so forth, we changed a few things around on the boat but decided to keep that devil incarnate, the dreaded pole launcher. So on to the second season, and things started to improve. We watched the other boats tactics, tidal currents and various wind shifts and found ourselves bobbing around in the middle of the fleet. We rounded the season off with a third place in one of the series and managing to get rid of the dreaded Mudlark Trophy.

So we sat down snug in our living room in front of the fire for our second winter to contemplate how to go quicker and our philosophy was to keep it simple. We bought a set of almost new sails from Tony Saltonstal, bought the most expensive antifouling, (how did it ever get that name) and got rid of the pole launcher in favour of an end to end pole which we find more suited to our easy style. In our second season we sailed much better by adopting a simple approach. Having read all of the information about tuning a Squib we realised that it was certainly at the moment too complicated for us so we have just done the simple things but made them count. We find the end to end spinnaker pole much easier to use and faster for us, we do not use a downhaul, or move our body weight around too much which leaves us time to concentrate on the things that we understand and can do well. Since our first two seasons we have enjoyed a certain amount of success within the Medway Fleet. We have never mastered the more technical side of racing, which to date, largely through ignorance has eluded us. This becomes obvious when we have attended the Inland or Eastern Championship meetings where we are usually propping up the fleet from the rear. When we first started racing we were given a lot of advice by people who wanted to help us, but we found it a little bit overwhelming, by just watching others and sailing simply within our own abilities we improved our sailing and made it much more enjoyable.

Before we started racing I well remember picking up my copy of 'According to Uffa, the well known book on small boat handling, turning to chapter 5 and reading "Having learnt to sail and handle a boat, the earlier you can start racing the better" (Oh really, I thought speaking from a very limited cruising background) Once you race, every fault is pointed out in the way that other boats sail away from you, (Exactly what happened to us) and when you do anything well, this too is revealed as you start sailing away from other boats. This coming season will be our

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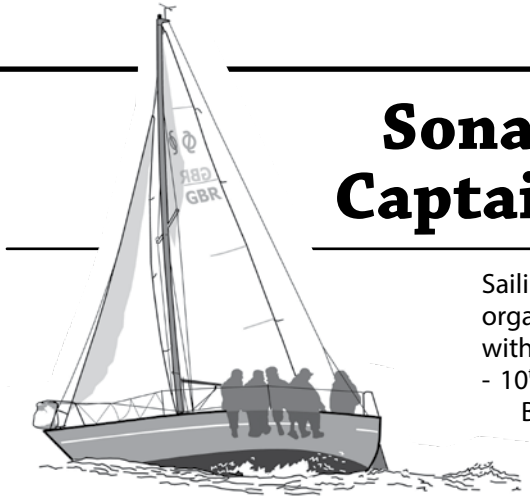
Cont'd from page 22 - ***How we started Racing (in a Squib)***

thirteenth at the club and we have enjoyed it on and off the water. There has been the odd hiccup, I have been in the water more times than I would like on a voluntary and involuntary basis and I'm Christine sure would say that the weather has not always been what she would like but, we are more competent sailors because of this. We hope this will help those of you who are just starting to race coming from a cruising or limited experience background.

Happy Racing

Graham and Christine
AVOCET 515

P.S. – The Squib Dandelion mentioned in paragraph two is still for sale.



Sonata Class Captain's Report

All the hard work with winter maintenance and 'wet & dry' boat preparation is behind us, the 2016 Sonata Racing Calendar is in place, with the early spring series now underway.

The MYC Sonata Fleet has an exciting program ahead and will be out racing every Saturday afternoon starting from the Club line.

We have a 4-Series programme running between April and October with 3 that count on the leader board. In addition to the 'around the cans' format racing" we have 3 windward / leeward races planned and a long distance race with the Cruiser Class, including after-race BBQ.

There is also the Wednesday Evening Keelboat Race organised by Mike Harrison from Musical Express, which offers some mid-week sailing with prizes. For those who want even more, there will be an 'all comers' race on Sunday afternoons with a start at 2.20pm, just after the Wayfarer class.

There are some external events on the racing calendar and I know that several MYC racers will be hauling their boats out onto road trailers to compete.

The 'Around the Island' race is Sat 2nd July, followed by the Sonata Nationals at Poole Yacht Club from 21st - 24th July and the Southern Championships at Brixham from 20th - 21st August 2016. For the really keen racers, there is also the Scottish series at Tarbert from 27th to 30th May.

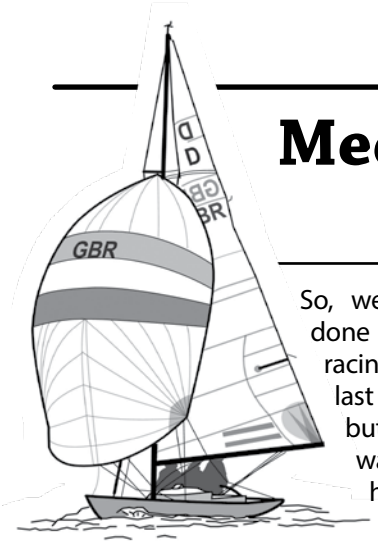
MYC is host to the Sonata Eastern Championships in July and the Sailing Committee is hard at work organising this to be combined with the Medway Regatta from 8th - 10th July. Dabchicks Yacht Club at Blackwater hosted the event last year and this was won by White Noise (MYC) who will, no doubt, be trying hard on home waters to keep their name on the trophy this year.

I hope you all have a great sailing season and look forward to competing out on the water.

Steve Ellerby
Sonata Class Captain

Medway Dragon Fleet - Snow Report

(well there's no sailing!)



So, we haven't done much racing in the last 4 months but off the water there have been some happenings. The Dragon Bike Ride returned to Appledore in the Weald of Kent, and after many miles of 'tough' cycling once again organised by that notorious cycling duo Robin and Chris Ridsdill Smith we were rewarded with a great lunch at the Black Lion. They arranged a beautiful autumn day for the fleet to pedal around the marshes and enjoy the company of about half a million turkeys that were being fattened up for your Christmas dinner as well as some amazing views over those spectacular marshes. As always the group split into the fast guys and the not so fast guys, this time our river navigational skills excelled as nobody managed to get lost! A big thank you to Robin and Chris I hope you will be back later in the year to yet again get us sorted with our velocipedes.

November saw the Dragon Fleet officers, members, and retirees, at the Fireworks Night running the barbeque. Team boss Juliet Wright had our class officers on the frontline in chef's kit getting fired up with the burgers and bangers; a 'good night was had by all'. December brought a casual supper with some excellent fare from Mark Theobald, unfortunately Pepita and I were away and missed one of my favourites - roast ham and a honey glazed sauce, looks as if we will have to repeat that in 2016 sometime.

January kicked-off with the BDA (British Dragon Association) – AGM. A couple of rabbits were pulled out of the hat; we no longer have to carry flares (having lost BBC in a 10-second crash dive there is not much time to play with fireworks!) The second bunny came in the form of mast chocks; to date we have used chocks on our road trailers, the Dragon Class now moves into the 20th century and is required to install little blocks to minimise mast movement at deck level, the reason being that some of the professionals (also possibly some oligarchs) have been naughty boys at championships by adjusting their mast rams post measurement, how could they do that ….. It's cheating ('cash is king' comes to mind)! So our Medway fleet now have to spend 200 squids retro – fitting chokies', not to be confused with the yummy Belgian variety.

January also saw our Annual Prize giving dinner. Attended by 60 it was good to see this level of support with our smaller fleet. A good spread of winners across the intermediate series saw 'two-boat' Trevor Cox with Suti winning the beautiful John Field Trophy, and Wendy Howland with her partial girl team winning the seasons second place overall BAR Cup. The usual suspects OCD and Fit Chick filled some of the other gaps. The draGOON first prize also went to OCD with a picture depicting some 2015 tactical errors, its rumoured them be hot contestants at next year's ploughing matches! Well done all of the winners, our numbers have been down this year but there was some good racing.

February next, and Stewart Coltart arranged a tour in Canterbury with a visit to the Cathedral. Twenty curios dragoners were expertly guided on a one-and-a-half-hour tour of this fabulous and iconic building. Stewart is now part of the team of fifty qualified guides, having 'passed out' last year he now proudly wears his stripes and mesmerised us with his in depth enthusiasm and knowledge. After the tour we all attended the sung evensong and were treated to the Cathedral choristers in fine form. A delicious supper produced by Stewart and Catriona in their home concluded a great day for which we were all most grateful.

And now – *back to the future.*

Well the good news is that the fleet is likely to see a 50% increase in Saturday turnouts. Yes, we actually have some more boats coming to play. Edwin Hannant and team Gandalf are back for the whole season after a serious sabbatical. Next up is Colin Weston who is breaking away from the Bootleg partnership having acquired 'two-boat' Trevor's GBR 710 and re-named it COY (Colin's Other Yacht), me thinks it's time to generate a dictionary of dragon-speak so that our fellow racing fleets can keep up with the jargon. Heiko Schupp has taken sole ownership of Bootleg and sounded very focussed on making further upgrades to the boat and getting on the water more consistently. A new member Nigel Kaula (BDA Hon Treasurer) has been persuaded to join MYC and base his boat Anarchy GBR 797 at MYC. Nigel intends to mix some Medway racing with away championships, his regular crew looks to be Simon Howard who has sailed with David Crabb on Spitfire at Burnham for many years. It's also rumoured that John and Lizzie are hoping to get Ithaca back at the club and join us for some of the quieter days of racing.

The Dragon East Coast Championship:

In closing I have to promo the big event of 2016. The ECDC is back and scheduled for later dates than usual

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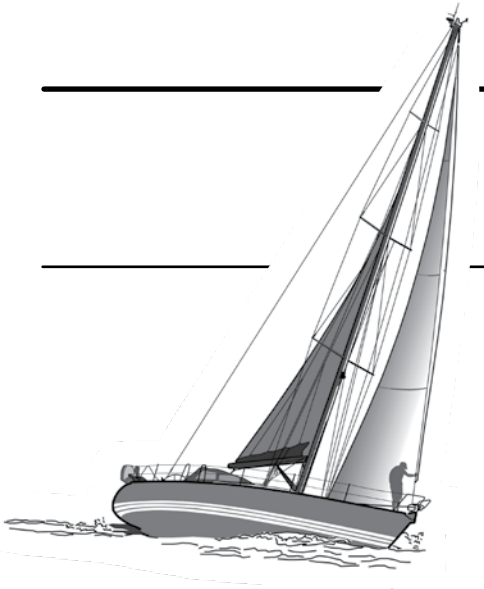
Cruiser Class Captain's Report



Looking back to the end of 2015, Steve Dalton our distance sailing specialist had a painting of his boat 'Azoth', pictured sailing in the Southern Ocean, unveiled at the Commodores Dinner and now on display at the club. He was also awarded the Centenary Trophy, given for a display of outstanding seamanship or a similar nautical achievement.

MYC Cruiser Class have an exciting cruising and racing year ahead of them in 2016. By the time you read this yachting author and adventurer Tom Cunliffe will have entertained the Cruisers at the Fitting Out Supper on 9th April, a great start to the season.

You'll be amazed by the amount of work during the off season that needs to be done particularly with regards to racing. Our new race officer team (Aaron and Paul Goodman-Simpson and Phil Clandillon) have been working very hard to improve cruiser racing. There are risk assessments, sailing instructions, notice of race and minimum equipment lists to do before you start arranging the dates, the series lunches, sponsorship, engraving glass ware prizes, researching trophies, finding out who had the trophies last year.....its a lot to do!

Luckily the Cruiser Class has a friend in Wayfarer class captain Tim Townsend who has given many hours of his time helping the race team with the paperwork that's required to allow those that want the opportunity to race their boats at MYC to do so. Make sure you get involved to make these efforts a success.

We have a varied cruising itinerary too for those that like a slightly less stressful sailing experience with visits including London West India, Ipswich and a channel crossing in August as well as our local meets in Queenborough.

New for 2016 is 'Man Overboard Day' on the 2nd July, a chance for cruisers to try their rescue equipment in the challenging environment of Stangate Creek.

The highlight of the Cruiser Class year and my personal favourite 'The Montgomery Race' is booked in for Saturday 11th June. The tides are good to make it back mid afternoon for a BBQ at the club.

You'll find the dates on the club website for both our racing and cruising events and also on the club noticeboard outside the office as well as our own near the changing rooms.

Please do get involved and support the Cruiser Class events, you'll be warmly welcomed at all of them.

On behalf of Cruiser Class.

David Boakes
Cruiser Class Captain

All photos for this article - provided by David Boakes

Cont'd from page 24 - ***Medway Dragon Fleet - Snow Report***

from 30th September to 2nd October. I am expecting to see a good turnout from visitors having already had a lot of interest. Most of the international events are over and most travellers are back in UK at this time, so this will be the last opportunity of a championship in UK before winter.

All good wishes to fellow members and in the absence of insufficient snow Pepita and I will have to go and find some.

Bruce Boyd
Dragon Class Captain

MYC Cruiser Race Program

MYC Spring Series:

A four race series, raced every Sunday from 17th April 2016 until the 15th May 2016, with a break for the Spring Bank Holiday. The last race will be followed by a Prize Giving lunch at MYC Clubhouse. Each race is typically 2-3 hours duration raced in the river, with committee boat starts/finishes.

The Spring Series fleet will be split into Class 1 and Class 2, and following the success of the 2015 autumn series, both classes will be dual scored, for boats that have a valid 2016 IRC Certificate. This year the Spring Series is a four race program, with no discard. This is due to the Medway Club facilities being pre-booked for the prize giving lunch. A five race format will be reintroduced for the 2017 spring series.

MYC Double Handed Regatta:

The Race Officers are trying out a new Double handed race format for 2016, which we hope will be supported by a number of boats who do not traditionally race, due to problems in getting a full crew.

The Cruiser Class will be organising two Double Handed races as trial events, with the Spring Double taking place on Sunday 5th June 2016 and the Summer Double on Sunday 4th September 2016. Please email your interest to the Race Officers, so that we can all work together to get a good turnout for these events.

Summer Trophy Races:

The Race Officers are trying to increase the number of boats out on the race course in the Summer months and this year have decided to drop the summer series, in favour of providing 5 individual "Trophy" Races. The idea being that the Cruiser Class will get a greater turnout, as a result of boats not having to put in a full series, and still have the opportunity of winning silverware. The five races will be taking place on Sundays throughout June and July, with a break for the Medway Regatta. The Trophy Race dates are;

12th June 2016, 19th June 2016, 26th June 2016, 24th July 2016, 31st July 2016

Typically the summer races are longer in duration than the regatta races and will start from the MYC Start Line and may be finished at buoy 30a depending on weather conditions on the day.

MCC Burton Series:

The Burton Series is a five race event being organised by Andy Homer at the Medway Cruising Club. In the last few years the event has been well supported, with combined starts and finishes from the Gillingham line, and common courses set for Class 1 and 2 boats, typically of 2-3 hours duration

Racing off the excellent Gillingham Line, the first race will be on Sunday 11th September 2016, with the last race and prize giving at MCC on Sunday 9th October 2016. Class 1 and Class 2 will be dual scored for NHC and IRC, with an overall NHC Series winner as per last year. MYC sailors are encouraged to make the small journey to the MCC club house for the prize giving.

MYC King of the River Race:

Set between the end of the Burton Series and the start of the Autumn Series, the "King of the River" Race is a new event for the Cruiser Class and will be run on Sunday 23/10/16.

The idea is that the race will cover, where possible, all key parts of the river, downstream from the club. The race will share a common start and a set of marks which can be rounded in any order. The format is being worked on by the Race Officers, who welcome input from the fleet as to how we can make this "fun" race provide "bragging rights" as to who knows the River and its currents the best, and where local knowledge is just as important as sailing performance.

MYC Autumn Series:

The five race Autumn series wraps up Cruiser racing on the Medway, with the first race commencing on Sunday 30th November 2016 and concludes with Race 5 on Sunday 27th November 2016, followed by a Prize Giving lunch at MYC Clubhouse.

Each race is typically 2-3 hours duration raced in the river, with committee boat starts/finishes. The fleet will be split into Class 1 and Class 2. There will be a single race discard with four to count, and both classes will be dual scored, for boats that have a valid 2016 IRC Certificate.

Aaron Goodman-Simpson

Cruiser Class

The winter has taken its toll and at last the sunset is getting later, and the sunrise is getting earlier, making the days both longer and hopefully, warmer. As the weather changes, so does the Cruiser Class. Since the AGM, the changes in your committee have become more evident. David Boakes was elected as Captain, and the members of the committee who were retained; Marilyn Stewart as Treasurer; and our technical wizard, Paul Cameron, as our Computer man; Malcolm Gould as our indefatigable Secretary; Mike Wallis as our support Racing and general political tactician; Vaughan Everett as our Duties man; Ian Pearson as our Sailing Committee representative; and myself, as the Sailing Scene writer and local news and MSBA, (Medway and Swale Boating Association) news gatherer. The newcomers are Phil Clandillon, Aaron Goodman - Simpson, and

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Cruiser Class

Paul Goodman - Simpson, who will share the racing and cruising duties between them. The newcomers do not have much time to settle down, because it is amazing how soon Easter and the start of the sailing season will be upon us. Easter is only some eight weeks away, and the race to prepare the yachts for the coming season quickens day by day. One item which came up recently in committee was the number of members who do not have Internet facilities. There are five as far as our class records show. It is suggested that I should try to put a monthly news summary out in hard copy, but we shall see. Perhaps it is easier to send an abbreviated edition of the Committee Meetings, which combined with the Club's monthly Newsletter, will suffice. As a matter of note, those not on the web may have the Newsletter posted to them, if they ask the Office.

We should also see that although the Clubhouse will be closed until Easter your Committee will be working on the Racing calendar; the Bank Holiday Cruises; and on the dates for this year's Social functions. The lists should be available soon. We will assure you that all those members who need them, will get a copy.

Many of our readers will remember that in an earlier edition of Sailing Scene in January 2015 I wrote about the picture, in the clubhouse of "Ilex" rounding the Fastnet Rock. But that was not of the First race around the "Rock", only the first race under the auspices of the "Ocean Racing Club". There was another race a year earlier in 1925. It was organised by three intrepid yachtsmen. One was a civilian, Mr J. Weston Martyr, another was LtCdr E.G.Martin, cruising editor of Yachting World, and the third, Major Maiden Hackstall-Smith. They were supported by Sir Ralph Gore and Major Philip Hunloke, the King's sailing master. They formed a committee, "Ocean Race Committee" to run the race from Ryde, Isle of Wight, round the

Fastnet Rock and back to Plymouth. The idea of such a race for amateur yachtsmen was greeted by many prominent cruising men questioning the wisdom of sailing through the hours of darkness, and in bad weather, under racing canvas.

Initially there were 14 entries (one from America), but only seven came to the starting line. They were:

YACHT	TONS	HANDICAP	FINISH
Julie Brise (E.G.Martin)	44	Scratch	1
Saladin (Ingo Simon)	40	6hrs	4
North Star (M.Tennant)	37	6hrs 30	5
Gull (Ire. H.P.F. Donnegan)	18	9hrs	3
Jessie (C.J. Hussey)	27	10hrs 40	rtd
Fulmar (REYC)	14	12hrs 40	2
Banba IV (H.R.Barrett)	20	?	?

On Race Day, Saturday 15 August, the start was at Noon. There was a good breeze, but Jolie Brise was 2 crewmen short and Banba IV had still not been measured. Jessie was the only yacht to carry a full Bermudian rig. Fulmar suffered a faulty inlet pipe to the starboard tank. (a Sapper fixed it in time!). The race instructions were brief; location of start line, time, and course. After a close start by the smaller yachts, Jolie Brise flew a spinnaker and gained a lead, which she maintained to the Rock; a lead of some 12hours. Then a freshening breeze picked up, and the yachts shortening sail at night, were carried all the way into Plymouth. Jessie retired, and it was thought that Banba IV finished much later.

Afterwards, when the cheering crowds in Plymouth (true) had dispersed, and the crews had celebrated, some 34 of them voted to create the, Ocean Racing Club, (later, in 1931 Royal). Jolie Brise is still afloat and is used as a training yacht for a College in the West Country. Fulmar, the smallest yacht, was sold, and "Ilex" bought, for the 1926 race. Of the other yachts, I know nothing of their later history.

Lines:

There is often a yacht which goes aground on the Shingles Bank at the start of the Fastnet. This year it was a yacht called "Lucky".

"Boat of the month award" (Not yet known) but "Dorade" winner of Pacific races since the 1930's, and again in 2013. Seventh out of 309 entries in 2015 Fastnet!

Question? "What would you have been, if not a rich soccer player?"

Peter Crouch: "A virgin"

Good Sailing!

Brian Cameron.

Two go into One - Sometimes

These days a replacement mast can be worth more than the resale value of the boat. This is primarily about the successful repair of a mast.

I have suffered a broken mast eight times in 59 years of sailing. A Hamble Star in 1957, two Finn masts in Suth Afrika in the late 60s, one Mirror 16 at Largs in the late 70s and a Miracle, Flying Dutchman, Projection and now Challenger Micro on the Medway in the past 19 years.

The first, the Hamble Star was the only time we ever jury rigged. The Star was a gunter rigged 14ft undecked hard chine scow. We had sailed from the Hamble to Cowes and up the Medina when the mast went over the bows, breaking at the goose-neck. We were paddling, rather forlornly, down river when a passing boat offered a tow, "Where would you like to be dropped off?" We ended at the Squadron steps and while the fifteen year old skipper went to phone the school we re-rigged the boat under the directions of a couple of blazered old buffers. When the skipper got back the boat was ready to go, reefs in the main, shrouds and fore-stay, the boom lashed to the main thwart and the jib luff very slack. We planed on the way back with the crew in the classic Hamble Star pose of three along the gunwale and the fourth bailing for dear life. Off Calshot we met the sailing master in the school support boat, a Fairy Duckling, a 9'6" hot moulded ply bathtub, with a Seagull on the transom. We had the boat packed up by the time he got back.

This mast is also unique experience to me. It has been repaired.

I had been resigned to persuading Craft Insure to cough up for a new mast or for them to accept the suggestion of buying another Challenger with a 2 year old mast at about 75% of the cost of a new mast but realised that the two parts of the mast, 20ft and 4ft were relatively clean ended and could be welded together. Moreover googling "Mast Repairs". Came up with the repair of a Wayfarer mast so I consulted that fount of all local wisdom, Steve Porter, the boatswain, who recommended Specialized just along from Pirates Cave ***www.specializedgroup.co.uk/contactus.asp***. I took the 4ft length along for the enquiry. They seemed confident but busy. However when I said that I had hoped to have it ready for the Bank Holiday weekend they said they might fit it in so I lashed two pieces of wood across the roof bars of my car and the 20ft section on top of them and took it round.

Eventually it was going to be ready at 6pm on the Friday. I knew that the mast would be shorter to allowing for trimming the ragged edges but not by how much so I was tearing round to Medway Slings with the upper and lower shrouds for them to remove 3" as a safe guess. Medway Slings were closing at 4pm so it was rather a panic.

I had the mast and rigging back at the club at about 6pm but now had to put it all together. All the halyards had to be re-reeved. The critical one is the longest, the main halyard, because this can be used to pull in all the others, I could have used a 25ft tape but hadn't one with me so I attached a large drill bit to the end of the halyard, refitted the top sheave with the end and the bit in the mast, tossed the mast up vertical and banged it on the ground till the bit appeared. Well it wasn't quite that simple because the weight of the halyard exceeded that of the bit so I had to feed in a few feet of halyard, toss the mast up and feed in some more quite a few times. Hard work. I reeved the other halyards by removing the sheave boxes, fishing the main halyard out and attaching the next halyard to it with a short length of seizing wire.

The work wasn't complete till nearly 1pm on Saturday but this was in time to catch the ebb tide to Harty Ferry.

On Sunday we sailed up to the bridge at Faversham, had a pleasant pint in the Shipwright's Arms, at the foot of Oar Creek, sailed back through the Swale and arrived back at the club at 10:30pm. Bank Holiday Monday was atrocious so we were glad we had persevered with our return. The repair and re-rigging had all been worthwhile.

The Repair

The welders trimmed off the damaged edges of the break and formed an

aluminium sleeve for the inside of the mast. It had been rolled to fit the section over the front 70%, then the aft edges were milled off to fit the section back to the web across the front of the luff groove. Clearly the luff groove couldn't be sleeved. The weld has considerable thickness over the main part of the joint because it combines the sleeve with the thickness of the mast plus some weld metal above the profile of the mast. Thus, with the extra support of the sleeve, the mast is very strong in this area. If the break had been higher up the mast I would have been keen for them not to use a sleeve, or a very short one, to keep weight down and I'm sure that the quality of the weld would suffice to give adequate strength. I had asked them not to be unduly concerned with the sail groove as I would be happier with a strong weld even if I needed to grind it back with an undercutting tool but the weld has plenty of metal in this area without impeding the bolt rope of the sail. Just as well as the tool I had looked out was too big for the track.

I am happy to commend Specialised's work.

Archie Campbell

All photos for this article - provided by Archie Campbell

Practical Dazed Kippers

Three of us who took the Day Skipper theory course at the club in early 2015 decided we needed to take the practical test too. It turns out that the idea of doing it around the East Coast lost out to going to the Canaries and fine weather. A five day course was booked for three of us, Mike Shaw, Pat Melvin and Paul Smith, plus Mike's neighbour Hayden who was going to do the competent crew course.

17th October. Gatwick to Fuerteventura on Norwegian Air. Arrive at Coralejo Marina at about 7:00PM. Met by Alex Moreham (Mrs Sail the Canaries) who showed us round the inside of the boat, a Bavaria 37 before plying us with alcohol in a local bar. Then to a local fish restaurant (plenty to choose from) for a late meal and finally crash out in the boat ready for a 10:00 start the next day.

Alex also told us it never normally rains in the Canaries. The deep puddles everywhere led us to believe otherwise. First night sleep proved difficult to come by as every time the windows were opened the rain that never happens came in.

18th October. Sharp at 10:30 our instructor Clive Moreham arrived to spend the morning going through the initial briefing on the boat and the normal checks we should go through every time we go out. This included checking your lifejackets and re-packing them and carrying out a full WOBBLE check on the engine. It shows how much attention your humble scribe took in that I can only remember what the WOB stands for (Water filter, Oil, Belts).

Once all that was done a light lunch followed by what we came for, our first sail in the Atlantic. This was just scheduled to be a quick out and back so Clive could gauge our abilities. I think I failed the first test when he asked how we should leave the berth. Apparently it is not the RYA way to just cast off all lines, jump on the boat and go. Who'd have thought it?

With about 25 knots blowing we left the marina with a couple of rolls in both the genoa and main. We did notice a new attitude to water depth. Our instructor was getting very nervous whenever depth dropped below 20m. Mind you in the Canaries the echo sounder gives up once you are a mile off shore as the depth goes over 1000m and the standard Raymarine echo sounder gives up at 100.

Sailing out from the marina on a reach, the Bav's best point of sail, Clive told us to watch out for flying fish which were quite spectacular, gliding about 1m above the waves for quite impressive distances. Unfortunately the sail was cut short when our beginner, Hayden, discovered that he suffers from seasickness and decided to share his lunch with the fishes. A quick tack (quite a slow one really as it was done the RYA way) and another reach back to Coralejo. Once in the lee of the island Hayden started to recover a little but was only better once he was back on land.

After a trip to the local pharmacy to obtain some snake oil for motion sickness it was back to the boat for homework. The passage plan and pilotage for tomorrow's planned trip to Arrecife on Lanzarote. Going from one island to another, is this a transatlantic crossing? Homework over its another evening hitting the nightspots of down town Coralejo.

19th October. We all woke up early and not refreshed after another rainy night with the windows closed. Hayden dosed himself up with snake oil and declared himself ready to go. Clive arrived at 09:30 and checked our homework, Mike's passage plan and Paul's pilotage. Declaring them OK and after supervising Hayden wobbling the engine we were free to depart on our Atlantic Crossing. After spending ages doubling up lines so we could leave the berth the RYA way we were underway. Luckily for Hayden the breeze and see were much less than the previous day, although the weather was basically grey and sunless, so off we went under full sail on another reach across the 7 miles of open sea to Lanzarote and then along the coast to Arrecife.

The passage itself was largely uneventful with lunch taken underway we arrived at Arrecife in mid-afternoon to find the major commercial port (according to the pilot book) completely deserted so no ship dodging at the entrance. Clive told us he normally finds plenty of space on the first one or two pontoons so was a little surprised to be told we had to go to pontoon K. He had not allowed for the fact that the Mini Transat fleet were in port. These tiny but extreme machines filled the first two pontoons. The sailors had a special area by the office for them to entertain sponsors and each other while they waited for the start of the next leg of their race. The vast majority of them were French When you think the race was set up as a low cost alternative to the Ostar it is incredible to see how far it has changed from that original idea. These machines were more like small Open 60s than anything else with huge rigs and canting keels.

That evening was spent in a small Tapas bar overlooking the small fishing harbour making a sizeable dent in the bar's stock of beer.

20th October. Breakfast on the boat was followed by a short passage to Puerto Calero about ten miles to the west on the south coast of Lanzarote with Pat planning the passage and Mike the Pilotage. Approach to the harbour was used to practice the use of transits which was livened up when the white square building on the hill drove off! Once tied up in the marina a light lunch was followed by a choice. We could either practice coming alongside or go back out for another sail and hopefully see some dolphins or whales. Since the weather was perfect for sailing out we went. Once we were about a mile offshore in 1000+m of water we thought about looking for whales. After sailing around for a couple of hours we decided to head back in. Then, just as

1 Off to Lanzarote. L to R Clive (Instructor) Pat, Hayden and Mike

(continued on page 30)

Cont'd from page 29 - ***Practical Dazed Kippers***

we crossed the 400m contour, a pod of dolphins found us! They were shortly joined by a couple of whales.

This was a truly fantastic day's sailing to those of us used to the murky shallows of the East Coast. Unfortunately it had to end and back in to harbour we went to tie up in our allotted berth. Stern to and done the RYA way.

There was another special treat for us that evening as we had a night sail planned for the following night and the steaming light was not working. With two qualified electricians on board Pat was hoisted up the mast to investigate the problem. It turned out to be a wiring issue so Pat waved his magic wand and re-routed the deck light power to the steaming light so we would be fully legal the next night.

That evening was spent in one of the restaurants overlooking the marina followed by a leisurely stagger back to the boat

21st October. A happy morning spent pontoon bashing. Taking it in turn to come alongside, springing off and backing up to a pontoon. All the time avoiding the other school that was doing the same thing and the tripper submarine that came and went at regular intervals. This was followed by an anchoring exercise. Luckily, just down the coast is a shallow bay where we could anchor in about 8m water and put up the anchor ball. (I always wondered what that was for) A light lunch at anchor was followed by an afternoon sail back along the coast to a bay at the Eastern End of Lanzarote ready for the night crossing back to Coralejo.

In late afternoon we were picking up a buoy in a bay to the south of Puerto del Carmen. Of course rather than just picking up the buoy using the boat-hook we had to use the RYA method of lassoing it. This is not as easy as it appears in the RYA training manual so after half a dozen attempts, we gave up and used the boathook. Once safely moored, the kettle went on to help with passage planning (Paul) and pilotage for the entrance to Coralejo (Mike). The pilotage was made harder by Clive adding a ring of imaginary rocks around the harbour entrance.

As soon as it was dark we left for the 7 mile crossing to Fuerteventura which was done under engine. Clive was expecting to have to make up a Colreg exercise using an imaginary craft on collision course but he was lucky and a ship decided to aim at us. A turn to starboard to show our port light satisfied the Colregs bit.

The harbour entrance was a bit of a problem as the guys at the back, Paul and Hayden rebelled against following Mikes carefully laid course and transits to avoid the imaginary rocks as it looked like we would hit the harbour wall, very real. The ensuing mutiny meant we hit the imaginary rocks, black mark for Paul and his dreadful night vision.

Back in the home port Clive shot off home for a good night's sleep leaving the four of us to our own devices. Back to the original fish restaurant.

22nd October. Another Atlantic Crossing, this time to Marina Rubicon, just across the bay from Puerto del Carmen on Lanzarote. Passage plan by Pat with pilotage, with imaginary rocks by Paul. Perfect sailing weather with sunshine and a nice F3, more typical Canaries weather at last.

More problems with the pilotage as the naviguesser did not get the correct transit set up in time we clouted the imaginary rocks fairly hard. Another black mark for Paul, at least it was only an imaginary rock.

Marina Rubicon is a brand new marina with crystal clear water and obviously aimed at up market clientele. Then we turned up. The whole place looked fantastic in the sunshine. A celebratory mood ensued over lunch and Paul cracked open one of the cans in the fridge. This brought down the full might of RYA political correctness concerning drunk sailing. The afternoon was spent back out at sea carrying out man overboard drills under power and sail. The hardest thing about this was seeing the MOB fender in the bright sunshine. There is no pleasing some people.

Back into the Marina for the evening and the choice of all the posh waterfront restaurants. Clive went off on his own to talk to a mate about a RIB or some other excuse. The weather had other ideas about what we did though. Just as we arrived at the recommended restaurant the heavens opened and three hours of torrential rain ensued. It looked like the end of the world. The roof of our chosen restaurant resembled a sieve so he lost 75% of his tables so there was no room at the inn for us. Heading back towards the boat we went into the first place we could find that still had dry tables and had a very pleasant meal and a few beers. Clive decided to stay in the bar with his mate rather than brave the deluge to join us.

When the rain eventually stopped we headed back to the boat. This was when we found that Canarian drains cannot cope with a rainstorm. The sewers had overflowed and raw sewage was flowing across the road and into the Marina, which was no longer crystal clear and blue. Back at the boat we discovered that we had not closed the windows properly and all the berths were soaking. Oh deep joy!

23rd October. The final day on the water earmarked for a simple 7 mile sail from Marina Rubicon back to Coralejo. We left the marina under low grey clouds and as we went out of the harbour Coralejo disappeared beneath a rain storm. Continuing under engine we soon motored into the deluge and had to practice our poor visibility navigation to reach Coralejo, which we did just as the rain stopped. Of course it never rains in the Canaries!

Once safely back in our berth the final debrief of the week was given and we all passed. With about 120 years sailing experience between the three of us going for Day Skipper it would have been highly embarrassing had any of us failed. In fact Clive did say we should have made a bit more effort and gone for something more challenging. Hayden is now a full qualified competent crew and was really pleased.

Paul Smith

All photos for this article - provided by Paul Smith

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